



THE DO'S CORNER

In case any of you are still unaware I need to confirm with you that as of the 21st of December I am returning to the volunteer side. So, here I am leaving the National Headquarters DO position with CAP on the cusp of a greatly expanded future in the world of Homeland Security. Rest assured I will not be very far away and I plan to work with the many great CAP members that can always be called upon to get the job done - witness the terrific response to the September 11th tragedy. CAP is a wonderful and unique organization that will always be in the forefront of volunteers doing great things for their country. I have enjoyed the past few years as your ops guy for at least two reasons. One is, in my view anyway, an excellent relationship with the field. The other is working with a super ops staff. I have no doubt that the folks around me are the very best and they could always rise to greatness so long as I didn't interfere too much. We expanded over the years with the Drug Demand Reduction (DDR) program, the National Technology Center (NTC), and our Washington, DC office and all staffed with dedicated, excellent people. Under the OPS staff guidance our traditional areas have also grown significantly. Think about the build up over the years in Counterdrug operations and training, the glider program expanding more than fourfold, the emergency services curriculum project developing standardized training, the National Emergency Services Academy's development and outstanding growth, monumental changes in communications, and all done while establishing the best safety record in our history. All the past growth and change notwithstanding my parting suggestion to you is to get ready for an even more significant jump in missions due to Homeland Security. Perhaps the most challenging in this regard will be to recruit more air and ground crews and indeed more members to help with all of CAP's missions. Some we already have if we get them recurrent, but I think not nearly enough to accommodate flying an additional 30, 40, or even 60,000 hours. Finally, let me say so long from this position as I join you as a member in your challenging future.

Glen Atwell
Director of Operations

SAFETY

EMPHASIS ON PILOT PROFICIENCY

In 2000, as you know, our aircraft accident rate (accidents per 100,000 flight hours) was a record 0.94. The best news however, was that it was accompanied by a fatality-free year. This hasn't happened for several years. In FY 2001, our rate was 3.60 - half of what General Aviation normally experiences. But, again we recorded another fatality-free year.

September 11th marked a change for the entire country. CAP was immediately challenged with numerous World Trade Center missions. They were performed professionally without generating the first CAPF 78. However, our ops tempo is increasing. The Nation's Homeland Security Program will be ripe with new missions for CAP. These new missions will come with new requirements, new cooperative agreements and new challenges. But we'll still have our continuous responsibility to provide airworthy aircraft for properly trained pilots to fly. For the most part, we do this very well. However, the last two years have shown a significant trend of takeoff and landing mishaps. In fact, all of the aircraft accidents over the last two years have been in the takeoff or landing phase. This models General Aviation statistics and in my opinion, represents the greatest potential loss to CAP in terms of people, equipment and dollars. *Aviation Consumer* magazine recently ranked the most cost-effective ways to manage the risks of flying. Training was number one and shoulder harnesses were number two. CAP already mandates shoulder harnesses, so for the most safety bang for the buck, we should focus on training.

We've seen hard landings with our high performance aircraft - The C-182 and the Maule MT-7. We've also had aircraft depart the side of the runway, roll off the end and land short. Pilots usually come to our organization current and qualified, but periodic recurrent training is vitally important to the safety of our aircrews. We have flight clinics and SAR/DR training,

but that's not enough. Mission pilots should be taking advantage of the four hours per month of B-12 time, but what about our non-mission pilots? The FAA Pilot Proficiency or "Wings" Program is an excellent way to stay at peak performance. We should all be practicing crosswind landings, touch and go landings, go-arounds and simulated engine-out approaches. If your people have not been getting a steady diet of these, recommend that a CFI go with them.

It's easy to get busy with other things in your life and compromise your proficiency – I've done it myself. It's also easy to avoid the more challenging maneuvers when your proficiency is low. We need to push ourselves to stay proficient and motivate others to do the same. To eliminate skill-based errors in our flight operations, we have to maintain a high standard of skill among our pilots. This has been important in the past and will be even more important in the challenging times ahead. I ask that you join me in making pilot proficiency a continuing emphasis item.

DRUG DEMAND REDUCTION

DDR LIBRARY

In the near future, each wing will have its own DDR library consisting of VHS video-tapes and a series of 15 different pamphlets on substance abuse. Contact your wing's DDR Administrator for more information.

SUCCESSFUL RED RIBBON WEEK

We had a very successful Red Ribbon Week. Many of our Wings participated in a lot of different ways. Units will be receiving a CD-Rom soon that will have a myriad of activities for all different age groups for future DDR activities based on our successes.

NEW DDR WEB PAGE

The DDR web page is up and running. The address is: <http://capddr.cyprusweb.com>. We are open for suggestions as to what you might want to see added to the web page. Let us know.

EMERGENCY SERVICES

ES CURRICULUM PROJECT

Due to many issues beyond our control like our response efforts to 9.11.01, the Phase 2 and 3 field-testing has been pushed back to allow units to participate effectively. We have received a lot of requests to be involved, and we appreciate that, and will be contacting those units interested to plug them in later this month. If your unit is interested in being a part of the curriculum test, contact the project coordinator, John Desmarais, at National Headquarters. John can be reached via phone at (334) 953-4228 during duty hours, or anytime via fax or e-mail at (334) 953-4242 and jdesmarais@capnhq.gov respectively. For additional information on the curriculum project you can also check out the project web page at <http://www.capnhq.gov/nhq/do/dop/escp1.htm>. The web page has several items of interest like a current listing of working group representatives, scheduled Train-The-Trainer (TTT) Courses and graduates, and the project summary and timeline.

The working group met the second weekend of November to work revisions to the TTT Course and discuss Homeland Security issues, and got a lot done. Expect changes to the TTT Course and more information on homeland security issues in the near future.

Phase one materials are available for download from our web site at <http://www.capnhq.gov/nhq/do/dop/ESCP8.htm>.

NATIONAL SAR SCHOOL

The Inland SAR Planner Course is an excellent opportunity to greatly enhance one's SAR mission management skills. The course is designed for approximately 24 people with six slots for CAP members. This is not a walk-in class. HQ CAP/DO coordinates the six CAP slots, and the other positions are filled with state and local people. Primary CAP attendees should be mission coordinators and mission coordinators-in-training. Members with other ES qualifications fill-in as slots are available. Pilots are also needed to provide the airpower perspective. The more ES experience a member has, the better the chance of being selected to attend the class. It is very important to **look way ahead and apply early**. We have to submit names of attendees to the SAR School 45 days in advance. When you are committed to attend, submit a CAPF 17 through channels, but also send us a copy by fax (334-953-6342) or notify us by e-mail at dos@capnhq.gov with name, address, and phone numbers. The following courses have openings.

<u>Dates</u>	<u>Location</u>	<u>Application Deadline</u>
4 – 8 February 2002	Indiana – Camp Atterbury	14 December 2001
25 February – 1 March 2001	Tennessee – Bell Buckle / Shelbyville	7 January 2002
18 – 22 March 2002	Montana – Helena	28 January 2002
8 – 12 April 2002	Idaho – Boise	18 February 2002
29 April – 3 May 2002	Hawaii – Honolulu	11 March 2002
3 – 7 June 2002	Virginia – USCG Training Center Yorktown	15 April 2002
5 – 9 August 2002	Virginia – USCG Training Center Yorktown	17 June 2002

NATIONAL EMERGENCY SERVICES ACADEMY

We are beginning to accept applications for each of our schools being conducted at the 2002 National Emergency Services Academy: the National Ground Search And Rescue School (NGSAR), the Mission Base Staff School (MBSS), and the Mission Aircrew School (MAS). Primary slotting will be conducted over the next three months, and must be completed by the 28th of February, applications have already started arriving so apply quickly to reserve a slot. After that, we will slot personnel on a first come- first served basis. For more information, contact the Academy Director, Major John Desmarais, via phone at 334-953-4228 or via e-mail at jdesmarais@capnhq.gov. Approved applications can be faxed to 334-953-4242.

CAP NATIONAL OPERATIONS CENTER

The CAP National Operations Center staff is here to support you. For many of CAP's national missions, the HQ CAP/DO or his representative must be in the loop. Additionally, we can often assist in coordinating support for major missions that you might have. If there is a serious operational problem that we can assist you with or that you must contact the DO shop about, please call us at 1-888-211-1812 (Emergencies Only).

NEW CAPT 116

Don't forget that all ES Qualified personnel are required to take the new CAPT 116 by the end of this month to maintain currency. This test should be available at your local unit or can be taken online at:

<https://data.ntc.cap.gov/ntc/ops/tests/default.cfm?grp=dos>. If for some reason your unit can not find it's paper copy of the exam, the unit commander or testing officer can request replacements on a CAPF 8 either on paper or electronically via CAP's e-services area.

APPROVED SUPPLEMENTS, WAIVERS & POLICY LETTERS

Over the years that has been much confusion as to whether a local policy was approved or not, and if it was available to the membership. If we are going to standardize our operations effectively, you must know what your neighbors are capable of doing or plan to do. We have taken steps to be sure that any approved local policy letters, waiver or supplements related to the ES regulations are available to anyone that might need them. All approved supplements, waivers, and policy letters are posted online at: <http://www.capnhq.gov/nhq/es/es5.htm> - review them and stay in touch.

STAN-EVAL

NEW CAPR 60-1

A new CAPR 60-1 was approved at the November NEC meeting. There are several changes in policies in this regulation, and we would suggest that you start reviewing it as soon as possible. The regulation is available electronically on our Stan/Eval web page at: <http://www.capnhq.gov/nhq/do/dov/index.html> and will also be available in a printed form from the bookstore soon.

NEW CAPF 5 EXAMINATION

With the release of a new CAPR 60-1 we have published a new CAPF 5 examination. This exam is available online at: <https://data.ntc.cap.gov/ntc/ops/tests/default.cfm?grp=dov>.

COMMUNICATIONS

NEW MILESTONE APPROVED

At their fall meeting this past weekend, the NEC approved a new communications program milestone. Your national communications staff was present to provide a briefing designed to bring about a decision that would settle the confusion which arose from an August National Board decision in Cincinnati.

You may have heard the news that the National Board cancelled the 31 December 2001 communications sunset date which would have removed from service all VHF/FM radios which failed to meet the current "wideband" specifications as required for our frequencies. The board did make a decision along these lines but included in that motion was a caveat that raised a lot of questions and created quite a bit of confusion.

In order to clear this up, the communications office has recommended, and the NEC has approved, an exception to the 31 December 2001 equipment sunset. This exception will be implemented with a revision of Milestone #2 from the Communications Strategic Plan, dated 1 December 1998. The new version will read:

Milestone #2. A date after which VHF/FM equipment which does not meet current NTIA "wideband" standards cannot operate in the CAP communications system. The date for this milestone is 31 December 2001. An exception is allowed for radios meeting the following description: Radios which are a) manufactured for the band in which they are being used without after-market modification, b) in CAP use prior to 3 November 2001, c) meet all NTIA transmitter specifications for the band in which they are being used, and d) meet all NTIA receiver specifications with the exception that the receiver must be at least -80db in spurious rejection. Radios meeting these criteria may continue to operate in the CAP communications system (defined as those frequencies in the 138 – 150.8 federal LMR band assigned to CAP by the Air Force) until 31

December 2003 or until they are replaced, whichever is sooner. All other VHF/FM equipment not meeting NTIA wideband specifications, and not qualifying for the exemption detailed above, will be removed from service on CAP frequencies by 31 December 2001.

The main impact of this new milestone is that it allows the FTL-2011 installed in many of our aircraft to continue being used for up to another two years as necessary until those radios can be replaced. There may also be other radios which remain usable in CAP service as a result of this exception but that has not yet been determined. To research a specific radio you believe may qualify for this exception, go to <http://www.ntc.cap.gov/comm/>.

COUNTERDRUG

NEW CD OPERATIONS REGULATION

The Counterdrug Operations Regulation Writing Committee is meeting to continue work on the new regulation. Members of the Committee represent all areas of the CAP Counterdrug program from the field to National Headquarters. All aspects of the program will be covered. Our goal is to give individuals who are active in the program one place to go for guidance on CD issues. Look for it to hit the streets in late spring or early summer of 2002.

USEFUL WEB SITE

<http://www.faa.gov/ntap/>

The FAA Notices to Airmen can be found at the above address. As there have been many new announcements on restrictions, this site would definitely be helpful for you.

<http://www.mapopolis.com/>

As many of you are now using Palm or other Pocket PC type devices – this mapping software could be a useful tool to you.

Do you have a useful web site that you think others should know about? Send us the link.

ON THE LIGHTER SIDE

Speed is life, altitude is life insurance.

No one has ever collided with the sky.

A "GOOD" landing is one from which you can walk away.

A "GREAT" landing is one after which you can use the airplane again

If you've got time to spare, go by air. (More time yet? Go by jet.)

It only takes two things to fly, airspeed and money.

The difference between a duck and a co-pilot? The duck can fly.

It's better to break ground and head into the wind than to break wind and head into the ground.

If it doesn't work, rename it. If that doesn't help, the new name isn't long enough.

Basic Flying Rules

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Send us your funny stories, pictures or cartoons so that everyone can enjoy them – we could all use added humor in our lives.

Do you have any comments or suggestions for the *Ops Brief*? Feel free to send them to us via mail, e-mail, or fax. Current and back issues of the *Ops Brief* are also available via the FaxBack or WWW.

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